

GALENA AND CHICAGO

UNION RAILROAD COMPANY.

FOURTH ANNUAL REPORT.

CHICAGO:

PRINTED AT THE DEMOCRAT OFFICE, 45 LA SALLE STREET.

Steam Presses.

1851.

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FOURTH ANNUAL REPORT

OF THE

GALENA AND CHICAGO

UNION RAILROAD COMPANY,

READ AT THE

ANNUAL MEETING OF THE STOCKHOLDERS,

JUNE 4, 1851.

CHICAGO:

PRINTED AT THE DEMOCRAT OFFICE, 45 LA SALLE STREET.

SEAMAN PRINCE,
1851.

DIRECTORS:

Chosen at the Annual Meeting of the Stockholders, June 4, 1871.

JOHN B. TURNER,	Chicago.
WALTER L. NEWBERRY,	"
CHARLES WALKER,	"
JAMES H. COLLINS,	"
WILLIAM H. BROWN,	"
ELISHA S. WADSWORTH,	"
THOMAS DYER,	"
BENJAMIN W. RAYMOND,	"
GEORGE SMITH,	"
CHARLES S. HEMPSTEAD,	Galena.
THOMAS DRUMMOND,	"
THOMAS D. ROBERTSON,	Rockford.
DEXTER A. KNOWLTON,	Freeport.

OFFICERS.

JOHN B. TURNER, PRESIDENT AND SUPERINTENDENT.
JOHN VAN NORTWICK, CHIEF ENGINEER.
W. M. LARRABEE, SECRETARY.
WM. H. BROWN, TREASURER.



To the Stockholders of the

Galena and Chicago Union Railroad Company.

GENTLEMEN :

The Directors present herewith the report of John Van Nortwick, Chief Engineer, and W. M. Larrabee, Secretary of the Company, together with statements showing the business upon the first division the past year, prepared under the direction of J. B. Turner, Superintendent. To these reports, which show very fully the progress, condition and business of the company, the stockholders are referred for information upon the various subjects to which they relate.

The receipts of the road for the fiscal year ending on the first of May were	\$127,685 78
The expenses of operating the road for the same time were	48,904 24

Leaving for net earnings,	\$78,781 54
Add surplus earnings of May 1st, 1850,	1,152 92

Total,	\$79,934 46
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Semi-annual dividends were declared on the first of November and May equal to fifteen per cent. on the payments made on the stock of the company amounting to \$47,711 39

The interest paid the past year chargeable to operating account has been	19,308 09
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\$67,079 48

Leaving a surplus on the first of May, 1851, of	\$12,854 98
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That part of the second division from Elgin to Belvidere is now in progress of construction, and will be completed so far as to be put in operation by the first of January next. The residue of this division, extending to Rockford, may be placed under contract in June or July next, and should be completed by July or August, 1852.

The cost of this division is estimated by the chief engineer, at \$875,000. The means applicable to its construction are, a subscription to the capital stock of \$300,000, and a loan now made and contracted of \$450,000, making \$750,000. This would leave to be procured \$125,000 to which should be added if the road be completed by the time before mentioned, \$75,000, or twenty-five per cent. of the amount of capital subscribed, which by the terms of the subscription cannot be called in until 1853.

The Board have no doubt that the desirable character of the stock of the company, as now shown by its business, and the daily increase of the subscriptions, will enable them to obtain any additional means from this source that may be necessary to meet the cost of the work.

It will be observed that the surveys upon the third division have been in part discontinued, for reasons stated by the engineer. The directors concur in the views expressed by him as to the policy and interest of the two companies, in the construction of this part of the road, and they have no reason to doubt that such connection will be formed at such point as will best secure the interests of both companies. The necessary surveys are now being made, for the purpose of determining this question.

During the past year the Board of Directors have agreed conditionally to construct a branch road to the State line at Beloit, with a view of commanding the carrying trade of a large and productive portion of the Rock river valley, by means of connections with this branch leading northward into Wisconsin.

It was believed that by a proper location of this branch, and through the connections to be made with it, a large amount of business would be brought to and over your road.

The importance of the Aurora Branch Road to this company has been demonstrated in the operation of the two roads for the past six months. The present arrangements for operating that road in connection with this will soon cease. That company having determined to extend and connect their road with the Galena Branch of the Central Road, with a view of forming a continuous line to La Salle and Rock Island, increases the importance of that work to this company. With a view of affording every practicable facility for the operation of that road, the Board have determined to make an arrangement with that company for the operating of the first thirty miles of this road, in connection with that, on terms mutually beneficial.

The Directors have purchased Block One, Original Town of Chicago, for depot purposes. This lot is located on the north side of the main river, below the draw-bridges, and about one-half mile east of the present terminus of your road. It has a front on the river of three hundred and twenty feet. The draw-bridge is now being constructed over the North Branch of the Chicago River, and tracks are being laid through New North Water street to it, and for the accommodation of business on that street. This extension will largely increase the facilities for transacting the business of the road, by opening over half a mile of river front, and making it accessible to the road for all purposes of receiving and discharging freight.

The plan of extending the track was originally contemplated by the Board, and has been deemed necessary in order to afford proper facilities for the transaction of the business of the road.

By the Board of Directors.

W. M. LARRABEE,
Secretary.

CHICAGO, June 3, 1851.

REPORT

OF JOHN VAN NORTWICK, CHIEF ENGINEER, UPON THE LOCATION, CONSTRUCTION, COST AND BUSINESS OF THE GALENA AND CHICAGO UNION RAILROAD, UP TO THE FIRST OF MAY, 1851.

To the Board of Directors of the

Galena and Chicago Union Railroad Company.

GENTLEMEN :

I herewith submit a statement of the expenditures and business of the First Division of your road the past year, and the estimated revenue and expenditure the present year ; the progress made in the construction of the Second Division and its estimated cost ; and an estimate of the probable revenue of the road when that Division is completed ; also, a brief statement of the preliminary examinations made preparatory to a location of the Third Division and the Beloit Branch.

FIRST DIVISION.

At the date of my last annual report this division was in successful operation, although not fully completed or furnished. Since that time there has been expended, on account of construction, for

Right of way,	\$376 75
Grading,	518 11
Superstructure—for additional side tracks at Elgin, Chicago, and other stations,	2,087 86
Amount carried forward,	\$3,882 72

Amount brought over,	\$3,882 72
Buildings—for freight house at Elgin, additions to shop and engine buildings, wood sheds, and painting buildings,	3,385 00
Wharf and streets—for excavating river, and planking depot grounds and streets,	764 90
Fencing,	621 84
Locomotives—for transportation, insurance, cut-offs, lamps, &c.,	1,390 35
Cars—for cars bought and constructed,	19,954 36
Engineering,	335 67
Incidental expenditures, including such portion of salaries of officers and agents as properly belong to construction,	1,995 14
Total,	\$32,329 98
The following statement will show the whole expenditure on account of constructing this division:	
For grading, bridging and culverts,	\$102,950 24
Superstructure, including sidings, &c.,	167,119 73
Buildings, water stations and wood sheds,	11,625 00
Wharf, planking depot grounds and streets,	4,233 38
Locomotives,	28,772 05
Cars,	53,800 00
Right of way,	6,251 95
Fencing,	621 84
Depot grounds in Chicago, (except for extension,) Engineering,	13,391 10
Salaries of officers and agents, incidental expenses and interest, applicable to construction,	15,786 34
	31,476 49
Total up to May 1st, 1851,	\$430,028 12
The estimated expenditure required the present year on account of construction, is	
For necessary station grounds on which to erect permanent engine buildings and shops,	\$5,000 00
Fencing,	12,500 00
Incidental expenses, including accounts unsettled,	2,500 00
Amount carried forward,	\$20,000 00

Amount brought over,	\$20,000 00
For improvement account:	
Constructing new engine buildings and fixtures in Chicago,	\$5,000 00
Substituting T rail in place of the strap rail, at sundry points,	5,000 00
	10,000 00
Total,	\$30,000 00
CHICAGO EXTENSION.	
There has been expended on this account the past year	
For block one, original town,	\$60,513 35
Materials for extension of track,	57 01
Total,	\$60,570 36
The estimated expenditure the present year for the construction of a draw-bridge over the North Branch of the Chicago River, and for the extension of tracks through New North Water street, and the improvement of block one, is \$20,000 00	
The stock of furniture now upon the road is as follows:	
1 ten ton locomotive,	
3 fifteen ton do	
40 eight wheeled covered freight cars, reckoned as single	80
28 eight wheeled platform " " " "	56
1 four " covered " " " "	1
8 four " platform " " " "	8
13 gravel cars,	13
5 hand cars,	5
5 passenger cars,	10
2 " accommodation cars,	4
2 baggage cars,	4
104	Total 181
BUSINESS OF THE ROAD.	
The business upon the road the past year presents results which must be very gratifying to the Board and to the stockholders. The receipts have exceeded the estimate \$12,685 78, or about eleven per cent.	

The income for the year closing on the first day of May has been from

Passengers,	\$56,472 69
Freight,	68,576 67
Mails,	2,636 42

Total,	\$127,685 78
The expenditures in the operating department for the same time have been	48,904 24

Leaving for net earnings,	\$78,781 54
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The whole number of passengers conveyed upon the road the past year has been 69,782

The tonnage of freight westward,	28,244 tons.
" " " eastward,	23,875 "

Total for the year, 52,119

The whole number of miles run by locomotives, including gravel and wood trains was 86,118 miles, and the whole expense of operating the road has been 56 8-10 cents per mile run.

The annexed tabular statements prepared under the direction of J. B. Turner, Esq., Superintendent, by N. K. Townner, Secretary of that department, marked A, B, C, D, show in detail the business of this department for the past fiscal year.

The expense of operating the road has been larger compared with the receipts, than was anticipated; though less than that of most eastern roads. This increase is owing in part to the reduction of the tariff on freight, to a larger amount of freight passing westward than was anticipated, (the direction of our heaviest grades,) compared with that eastward, and the operating for a time the branch roads, receiving income therefrom barely sufficient to pay expenses.

The receipts of the road for the months of February, March and April last, compared with the amount received in the same months in 1850, (the first three months the road was in operation to Elgin,) show an increase of about 88 per cent. This increase, however, is owing, in part, to additional facilities afforded, inducing business, and in part to the construction of a branch road, which has gone into operation since that time.

The Aurora Branch Road, connecting with this road at the Junction, (thirty miles from Chicago) was completed as far as Aurora, (thirteen miles) about the first of November last. The whole business of this road has been increased about 25 per cent, by the opening of this branch. Aurora and Elgin are equi-distant by railroad from Chicago. The receipts of the road for the six months ending on the first day of May, (the time the branch has been in operation) show that the business to and from Aurora has nearly equalled that to and from Elgin.

It is understood that that company are about making arrangements for the extension of their road, to connect with the Galena Branch of the Central Railroad. When so extended, it will form a very direct route to the Illinois river and Rock Island, and will further largely increase the business upon the first thirty miles of this road.

The receipts upon this division of the road the present year may be safely estimated at from

Passengers,	\$65,000
Freight,	80,000
Mails,	3,000

Total,	\$148,000
The expenses of operating the road for the same time,	53,000

Leaving net receipts,	\$95,000
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SECOND DIVISION.

This division comprises that portion of the road commencing at Elgin, (the western terminus of the first division) and extending to Rockford, a distance by the line of road as located of fifty miles.

In order to obtain the most direct route, and reach the summit between the Fox and Kishwaukee rivers by an easy grade, it became necessary to diverge from the line of the first division, and cross the Fox river about 1½ miles south of Elgin—making

the length of line to construct about 51½ miles. By adopting this line, and with the improvements made between Belvidere and Rockford, the length of this division will be ten miles less than the old preliminary line between the same points.

From Elgin the line pursues a northwesterly course for about eighteen miles, to a point about seven miles south of the county seat of McHenry county; thence by a straight line running a little north of west, it continues for about six miles, to the village of Marengo; thence nearly due west, twelve miles to Belvidere. From Belvidere to Rockford the line makes a slight curve to the south, passing through Cherry Valley, (six miles from Belvidere); then crossing the Kishwaukee river, passes over the uplands between that place and Rockford, and terminates on the Rock river, 14 miles distant from Belvidere. 45 4-10 miles of the whole division are straight lines, and 6 1-10 miles curving—no curve of a less radius than 2,800 feet.

The maximum grade between Elgin and Belvidere, ascending westward, is twenty-three feet to the mile; and ascending eastward, eleven feet to the mile. Between Belvidere and Rockford they are twenty-five feet to the mile, ascending westward, and twenty feet eastward.

The grading of the first six miles, and the last eight miles of the division is somewhat expensive. On the residue of the line the work is comparatively light.

The estimated cost of that part of the division between Elgin and Belvidere with T rail, and including furniture for that part of the road, (as reported to you in September last,) is as follows, viz :

Right of way,	\$8,000 00
Grading and bridging,	150,000 00
Buildings and water stations,	6,000 00
Superstructure,	260,000 00
Fencing,	20,000 00
Engines and cars,	72,000 00
Engineering,	14,000 00
Officers and agents, and incidentals,	10,000 00

Amount carried forward, \$540,000 00

Amount brought over,	\$540,000 00
The estimated cost from Belvidere to Rockford, as per report of May 7th, is as follows:	
Right of way	\$8,000
Grading and bridging,	100,000
Superstructure,	95,000
Buildings and water stations,	8,000
Fencing,	9,000
Engines and cars,	32,000
Engineering,	10,000
Officers and agents, and incidentals,	8,000
	<hr/> 270,000 00

Cost of division, exclusive of interest account, \$810,000 00

It will be observed that the preceding estimates do not include the interest on stock or money loaned chargeable to construction. The balance of interest added after deducting the revenue of the road while in process of construction would increase the cost to \$875,000. The Board not having definitely fixed upon the western terminus of the second division, it is proper to say that the preceding estimates only include the cost of the road to or near the main road running south from Rockford on the east side of Rock river. If the division should extend to the west side of the river, there should be added to the preceding estimate the cost of a bridge over the river, and the section connected therewith, amounting to about \$50,000.

The most suitable location for a permanent depot to accommodate the business of that place, would probably be on the west side of the river. If, however, the division should end on the east side, temporary buildings might be used for the short time that would intervene before the road would be extended; after which permanent buildings could be placed where they would best promote the interest of the road.

PROGRESS AND CONDITION OF THE WORK.

The right of way has been secured from Elgin to Belvidere with the necessary station grounds upon the line. Conditional agreements have been made with many owners of the land through which the line runs, between Belvidere and Rockford,

and it is expected that the whole right of way on the division will be settled during the present and coming month.

Proposals were received on the twenty-fifth day of September last, for the grading and bridging from the first division to Belvidere, and contracts were immediately made with responsible parties for that part of the work. By the terms of the contracts the first six miles are to be completed by the fifteenth day of June; the next six miles by the fifteenth day of July; the next twelve miles by the fifteenth day of August, and the residue of the line to Belvidere by the fifteenth day of September next.

Some detention has occurred on a portion of the line, in consequence of not being able to secure the right of way as early as was desired. With proper exertions, however, on the part of the contractors, I can now see no good reason why the work may not be completed by the time specified in the contracts.

Contracts were made in November last, for furnishing the necessary ties. A large portion of them have been delivered, and the residue will no doubt be received as early as will be required.

A purchase was made of Thompson & Forman, through Messrs. Wadsworth and Sheldon, of New York, of 5,000 tons of best quality of iron, delivered on shipboard, at 4¢ 12s 6d per ton. About 2,000 tons have been delivered in New York, and the balance of the purchase is to arrive in May and June. A contract has been made with responsible parties, at fair rates, for the transportation of the iron from New York to Chicago, as will be required for use.

The necessary engines and passenger cars, required the present season, have been contracted for, and are to be delivered at different periods between this time and September next.

Ten freight cars have been constructed for this division; a large amount of materials are on hand, and some progress has been made in the construction of others, in the company's shops in Chicago. It may be necessary to contract for the building of a few cars, in order to a full supply for the road the coming fall.

The expenditures on this division up to the first of May, have been as follows:

For right of way	\$14,363 39
Grading and bridging	49,555 74
Superstructure,	70,920 92
Cars,	6,250 00
Machinery, tools and materials in shops,	9,388 79
Fencing,	182 32
Engineering,	10,194 63
Salaries of officers and agents, and incidental expenses,	3,143 31
Interest account, and commissions on stock collections,	9,339 85

Total, \$173,338 95

With a season usually favorable for business, I can see no reason why the road may not be completed so far as to go into operation to Belvidere by January next; the time mentioned in my last annual report. It is expected that the track will be laid to the Kishwaukee valley in time to accommodate a considerable portion of the fall business.

That portion of the division between Belvidere and Rockford may be placed under contract as soon as the right of way is secured,—probably by the middle or last of June, and may be completed by July or August, 1852.

Many of the contracts before mentioned were made at prices a little below the estimates. Some additional work and expenditures have and will occur, that will make the cost of the division amount to about the sum estimated.

I have not been able to present an estimate in detail of the probable revenue of the road when it shall have been completed to the Rock river. The business upon the division now in operation, will justify me, however, in estimating the whole receipts the first year after it shall have reached that place, at, at least, \$275,000

The expense of operating the road for the same time, would be about 100,000

Leaving the net earnings, \$175,000

The whole cost of the road at that time will probably have reached—

First division,	\$500,000
Second do.	875,000
Chicago extension and depot, &c.,	100,000
Total,	\$1,475,000

This would show a net income of about twelve per cent. on the cost, the first year after the road was in operation to that point.

It is believed by many business men highly competent to estimate the future business of the road, that the revenue will largely exceed the above calculations. The present indications of the future prosperity and development of this country, would seem to warrant such conclusions.

THIRD DIVISION.

This division commences at the terminus of the second division, in the village of Rockford, and was designed to extend to Galena, a distance by the most direct preliminary line surveyed, of about seventy-seven miles.

Several preliminary lines have been surveyed between Rockford and Galena, with a view of ascertaining the most practicable route for your road. Some further examinations and surveys will be necessary in order to determine the relative advantages of the different routes. The following statement will show the different lines surveyed, and the maximum grades that would probably be required on each.

Two lines have been surveyed between Rockford and Freeport—one running nearly due west from Rock river, passing south of Twelve Mile Grove; the other pursuing a more northerly course, passing north of Twelve Mile Grove. The distance by the first is twenty-eight miles, by the other about thirty miles. A line was also run connecting the first mentioned line with the last line east of Twelve Mile Grove—making the distance to Freeport about the same as the first line run. The maximum grades ascending west on the shortest line would be about twenty-five feet to the mile; on the longest line twenty

feet. The grades ascending eastward fifteen feet to the mile on each.

From Freeport a line was surveyed, pursuing a northwesterly course, passing south of Wadhams' Grove; thence crossing Apple river, passing Scales' Mound; thence down the east branch of Fever river and Fever river to Galena—distance about forty-nine miles. The maximum grades ascending westward to Scales' Mound (about thirty-six miles) would be twenty-five feet to the mile; and ascending eastward, twenty feet—between Scales' Mound and Galena, the maximum grades in passing out of Fever river valley, would be between fifty and sixty feet to the mile.

A line was also run, diverging from the above line near Wadhams' Grove, passing north of the head waters of Apple river, and near Shullsburgh, connecting with the above mentioned line in the valley of Fever river, about nine miles from Galena. By this line the distance to Galena would be increased about five miles, and the maximum grades would be increased in passing out of Fever river valley, to about eighty feet to the mile.

A line was surveyed, diverging from the first named line between Rockford and Freeport, about three miles east of Freeport, and passing up the valley of Yellow Creek, connecting with the line before mentioned west of Wadhams' Grove. The distance by this line would be increased about 2½ miles. In other respects, this line would be more favorable than that passing through Freeport.

In addition to the above, a line was surveyed from Galena via Savanna, to Freeport, also connecting with the Yellow Creek line. The distance by this route would be—from Rockford via the Yellow Creek line and Savanna to Galena about ninety-five miles, and via Freeport, ninety-seven miles. The maximum grades between Galena and Savanna, thirty to thirty-six feet per mile, and between Savanna and Freeport, or to the point of connection with the Yellow Creek line, about forty feet to the mile.

The surveys and examinations which have been made show that Galena can only be approached practically by railroad by two routes—one via Scales' Mound, and the other via Savanna. The Galena Branch of the Illinois Central Railroad must neces-

sarily occupy one of these routes for about fifty miles. If this company should construct their road upon the other route, there would then be two roads constructed nearly parallel for about that distance. There can be no doubt that the true policy of both companies is to form a connection at such point as shall be found most practicable, east of Galena, and construct but one road to that place. It is understood that both companies favor and contemplate such arrangement. In view of such action, the surveys and examinations upon this division have been discontinued, except so far as might be necessary to determine upon a proper point of connecting with that road.

The expenditures upon this division, up to the first of May, have been for engineering, \$2,740 30.

The probable expenditures in this department the present year will amount to \$8,000.

BELOIT BRANCH.

Several lines have been surveyed between the main line and Beloit, diverging at different points. The first line surveyed, commenced in the village of Rockford, on the west side of Rock river, and passing up the west side, crossed the river near Rockton, thence up the valley to Beloit. The distance by this line is 17.52 miles, and the maximum grades ascending north, 26 feet, and ascending south, 16 feet to the mile.

The next line diverged from the main line at Rockford, on the east side of Rock river, thence continued up the valley, passing near the village of Roscoe, to Beloit—distance 17.59 miles. The grades upon this line are the same as upon the first.

A line was also run, diverging from the above line near Roscoe, and connecting with the first line near Rockton. By this line, the distance would be from Rockford to Beloit, 18.94 miles, and the grades the same as on the above lines.

A line was also run, diverging a little east of Belvidere, thence pursuing a northwesterly course, connected with the east line run up the Rock river valley near Roscoe. The distance by

this line to Beloit would be 21.30 miles, and the maximum grades ascending west would be twenty-six feet to the mile, and eastward, about thirty-five feet to the mile.

Comparative estimates of the cost of these lines will be laid before you at an early day.

Before determining upon the location of this branch, it is probable that a line should be surveyed diverging from the main line, at, or a few miles west of Marengo, with a view of ascertaining the practicability of a more direct route eastward from Beloit.

The expenditures for surveys upon this branch have been \$900 38.

There will probably be required the present year, if this line is located, about \$8,000.

Respectfully submitted,

JOHN VAN NORTWICK,

Chief Engineer.

CHICAGO, May 20th, 1851.

To John B. Turner, Esq.

Superintendent G. and C. U. Railroad.

SIR :—The following tabular statements showing the business of the road for the fiscal year ending April 30, 1851, are respectfully submitted.

N. K. TOWNER,
Secretary Operating Department.

A.

EARNINGS.

Months.	Passengers.	Freight.	Mail.	Total.
May, 1850,	\$5,630 75	\$4,945 56	\$33 75	\$10,614 66
June, "	5,122 30	4,595 38	31 25	9,748 93
July, "	5,271 54	3,796 57	257 14	9,335 25
August, "	3,893 30	3,250 07	257 14	7,399 51
September, "	5,825 43	7,411 80	257 15	13,494 38
October, "	6,537 70	9,308 63	257 14	16,103 47
November, "	4,975 15	5,829 33	257 14	11,064 47
December, "	3,947 46	6,384 40	257 14	10,589 47
January, 1851,	3,286 49	6,374 16	257 14	9,917 79
February, "	2,760 51	4,722 96	257 14	7,800 61
March, "	3,746 15	6,011 37	257 15	10,014 57
April, "	5,465 91	5,880 54	257 14	11,603 59
	\$56,472 69	\$68,586 67	\$2,636 42	\$127,685 78

B.

EXPENDITURES.

Months.	Locomotive service.	Train service.	Station service.	Locomotive repairs.	Car repairs.	Track repairs.	Fuel.	Oil and Waste.	Printing Stationery.	Taxes.	Incidentals.	Total.
May, 1850,	363 91	220 55	985 97	101 96	115 23	489 75	189 01	49 13	15 20		254 07	2,755 08
June, "	386 65	207 30	1,102 62	59 13	139 31	579 75	192 66	110 06	231 20		310 36	3,579 73
July, "	371 72	216 54	959 12	331 25	377 5	573 02	117 69	94 75	992 85		191 32	3,936 01
August, "	381 13	248 04	801 37	359 42	49 18	663 54	250 13	46 50	90 25		260 02	3,091 58
September, "	403 30	265 17	1,121 86	352 24	62 93	629 26	202 01	75 75	33 92		315 75	3,464 22
October, "	285 41	284 04	1,336 65	114 40	67 93	705 65	268 19	74 29	56 00		133 81	3,335 70
November, "	435 95	213 66	1,291 71	189 92	72 50	891 54	273 44	172 87	136 26	9 63	135 07	3,927 68
December, "	515 80	218 41	1,145 92	293 56	92 11	353 90	686 71	136 15	27 13		141 33	3,610 92
January, 1851,	490 74	223 29	1,005 04	315 04	946 44	493 31	932 59	7 62	37 25		102 18	4,579 08
February, "	473 04	208 66	900 84	287 95	89 81	395 77	1,334 20	134 12	37 23		96 87	5,042 37
March, "	489 21	216 41	1,028 06	326 42	238 50	476 66	2,477 59	46 66	89 75		237 14	5,006 46
April, "	472 17	219 47	1,191 44	337 57	107 25	1,130 62	1,281 96	102 72	5 00		1,897 47	6,757 67
Totals,	5,075 90	2,743 54	13,212 10	9,858 90	1,318 94	7,233 10	8,506 39	1,632 59	1,097 04	2,014 09	4,665 35	42,904 24

NUMBER OF PASSENGERS AND AMOUNT OF FARES.

Months.	No. of Way.	No. of Thro'	Whole No.	Amount Way Fares.	Amount Thro' Fares.	Total Am't Fare.
May, 1850,	3,706	2,660	6,366	\$2,805 57	\$2,837 45	\$5,733 02
June, "	3,478	2,530	6,008	2,643 97	2,589 93	5,233 90
July, "	3,481	2,564	6,045	2,658 30	2,707 15	5,450 35
August, "	2,682	1,869	4,551	2,038 32	2,020 70	4,059 02
September, "	4,389	2,767	7,156	3,049 35	2,901 35	6,033 71
October, "	4,739	3,093	7,832	3,746 05	3,314 50	7,060 55
November, "	3,029	3,142	6,171	2,945 73	3,317 10	5,502 83
December, "	2,700	2,597	5,297	1,710 88	2,845 85	4,556 73
January, 1851,	2,361	2,134	4,495	1,470 70	7,349 90	8,820 60
February, "	3,040	1,719	3,759	1,302 07	3,199 75	3,199 82
March, "	2,832	2,377	5,209	1,709 96	4,290 01	4,290 01
April, "	3,321	3,507	6,828	2,246 91	3,584 75	6,311 66
Totals,	38,758	31,024	69,782	\$27,655 42	\$33,419 48	\$61,104 90
Paid to Branch Roads,						4,632 21
Earnings of Galeana and Chicago Union Railroad,						\$56,472 69

D.

FREIGHT EASTWARD—QUANTITIES AND WEIGHT.

Months.	Wheat Bushels	Flour Barrels	Other Bushels	Corn Bushels	Position Bushels	Butter Bushels	Provision Pounds	Port in Pounds	Sausages Pounds	Hides Pounds	Millstuff Pounds	Paper Reams	Wood Cords	Whisky Barrels	Total Weight Tons
May, 1850,	25,463	1,738	821	320	5,004	320	31,165	20,560	72,746	13,310	2,490	794	1,193	1,143	1,143
June, "	22,894	1,735	821	304	2,864	304	33,060	20,560	72,746	13,310	2,490	794	1,193	1,143	1,143
July, "	5,096	1,364	696	66	5,230	66	13,513	1,800	131,863	61,300	5,166	1,671	1,671	1,671	1,671
August, "	23,214	2,435	843	732	31,460	732	33,213	10,560	131,863	61,300	5,166	1,671	1,671	1,671	1,671
September, "	12,712	1,212	4,000	4,219	1,258	4,219	47,060	131,863	131,863	61,300	5,166	1,671	1,671	1,671	1,671
October, "	11,511	1,176	3,776	3,294	1,258	3,294	47,060	131,863	131,863	61,300	5,166	1,671	1,671	1,671	1,671
November, "	10,479	1,176	3,132	3,132	1,258	3,132	47,060	131,863	131,863	61,300	5,166	1,671	1,671	1,671	1,671
December, 1851,	21,618	2,283	8,938	31,724	444	31,724	13,560	180,653	46,130	33,213	45,250	560	19	67	67
January, "	21,618	2,283	8,938	31,724	444	31,724	13,560	180,653	46,130	33,213	45,250	560	19	67	67
February, "	21,618	2,283	8,938	31,724	444	31,724	13,560	180,653	46,130	33,213	45,250	560	19	67	67
March, "	21,618	2,283	8,938	31,724	444	31,724	13,560	180,653	46,130	33,213	45,250	560	19	67	67
April, "	21,618	2,283	8,938	31,724	444	31,724	13,560	180,653	46,130	33,213	45,250	560	19	67	67
Totals,	201,113	44,478	87,728	132,394	9,807	161,000	730,058	1,302,356	1,306,108	24,448	68,768	16,531	457	430	83,575

FREIGHT WESTWARD—QUANTITIES AND WEIGHT.

Months.	Merchandise Pounds	Lumber Feet	Leath Bushels	Shingles M	Posts &c. Cords	Iron Pounds	Coal Pounds	Salt Barrels	Furniture Cords Feet	County Flour Barrels	Total Weight Tons
May, 1850,	1,405,443	57,254	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
June, "	1,312,130	519,231	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
July, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
August, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
September, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
October, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
November, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
December, 1851,	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
January, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
February, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
March, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
April, "	1,298,664	1,416	1,125	567	70	13,560	213,475	13	2,395	1,433	2,431
Totals,	12,885,400	11,685,157	15,198	8,459	771	8,397,200	123,270	140	1,519	9,404	5,413

Total Freight Eastward and Westward, tons, 32,119

Number of miles run by locomotives,	86,118	Earnings per mile run,	1 49.2 cts.
Number of tons of freight carried one mile,	2,020,742	Expenses " " "	56.8 "
Number of passengers carried one mile,	2,364,623	Net earnings, " "	91.4 "
Rate per ton per mile for freight,	3 cts. 8 m.	Number of animals killed on track,	13
Rate per m. for passengers,	2 cts. 6 m.	No accident occasioning the loss of a trip. No person killed, and but 4 slightly injured—2 passengers and 2 employees.	

Galena and Chicago Union Railroad Company :

W. M. LARRABEE, *Secretary.*

Chicago, May 20, 1851.

NO. 1.

Statement of the affairs of the First Division of the Galena and Chicago Union Railroad Company, May 1, 1851.

Construction, cost of First Division,	\$436,022.12	Capital Stock paid in, (Note A)	332,096.98
Townsend & Mather purchase, including taxes paid for 1850.	20,063.83	Subscriptions to preliminary survey,	91.18
Real Estate, other expenditures for lands, exclusive of the ground owned.	1,011.53	Bonds, amount of redeemed at this date, (Note B)	104,570.70
Stock owned by the Company, 1867 shares relinquished and forfeited to the Company.	1,343.94	Debt Bonds, amount of Bonds issued for the extension of track to Block 1, Old Town,	7,000.00
Wood, cost of wood on hand.	7,469.00	Stock Profits and Loss, for forfeited Stock unsold, Dividend No. 1, balance unpaid,	62.94
Debt purchase, for advancement of account of interest and expenses.	2,873.35	Dividend No. 3, amt. unpaid, First Dividend Certificate, outstanding,	1,407.34
Chicago Extension, cost of materials purchased to extend the track to Block 1, Old Town.	57.01	Stock Dividend Certificate, outstanding.	2,370.04
General Postoffice Department for transportation of mails.	2,571.42	Income account, for surplus earnings.	12,854.98
General expense account, for sundry expenses not chargeable to other Divs.	474.90	Bills payable, and other liabilities.	8,057.16
Bills receivable, and other debts due this Division,	19,217.99		
	<u>\$491,751.08</u>		<u>\$491,751.08</u>

A.

Statement of Capital Stock Account—First Division.

777 shares full paid,	-	-	-	-	-	-	\$77,700 00
3,234 " upon which there has been paid,	-	-	-	-	-	-	252,393 04
1,861 " old issue, relinquished to, and now owned by the company	-	-	-	-	-	-	1,861 00

Amount carried forward.

\$331,954.04

Amount brought over,	\$331,954 04
6 shares forfeited Feb. 26, 1850, owned by the company,	82 94
15 " " old issue, still standing in the names of the original holders,	15 00
13 " " upon which there has been paid,	45 00

\$332,096 98

Upon the 3,334 shares above mentioned, there is due, (with a few exceptions,) 23 per cent, say
From which deduct unpaid dividends, and outstanding dividend certificates, which are receivable on the above,

26,997 14

\$44,002 86

B.

Statement of First Division Bonds outstanding, May 1st, 1851.

Six per cent. bonds payable in 1851,	\$36,225 70
Twelve " " " " 1851,	10,125 00
	\$36,420 70
Six " " " " 1852,	\$3,000 00
Twelve " " " " 1852,	64,500 00
	67,500 00
Twelve " " past due,	650 00
Total, as per first division statement,	\$104,570 70

NO. 2.

Statement of the affairs of the Second Division of the Galena and Chicago Union Railroad Company, May 1st, 1851,

Construction, cost of Second Division to date, including tools and materials on hand, in shops,	\$173,338 95	Capital Stock paid in. (Note C)	23,310 00
Real Estate, for lands purchased to obtain right of way,	358 17	Bonds, amount issued to this date, (Note D)	356,000 00
Third Division, amount advanced for surveys,	2,740 30	Other liabilities of this Division,	1 95
Beloit Branch, amount advanced for surveys,	900 38		
Wood. Cost of wood on hand,	975 00		
Debits due this Division,	13,635 73		
Cash in hand of Treasurer,	187,063 42		
	\$378,311 95		\$378,311 95

C.

Statement of Capital Stock Account—Second Division.

May 1st, 1851.

The whole amount of stock subscribed for the construction of the second division is about 3,000 shares, or \$300,000. In accordance with the terms of the subscription, calls have been made upon the stock to the first of January next, of 50 per cent. amounting to

\$150,000

Payments have been made on the above, to the first of May, of

22,310

Payable during the balance of the year,

\$127,690

D.

Statement of Second Division Bonds, outstanding, May 1st, 1851.

Ten per cent. bonds payable in 1853,	\$5,000 00
" " " " 1854,	10,000 00
" " " " 1855,	283,000 00
" " " " 1856,	58,000 00
Total, as per second division statement,	\$356,000 00

NO. 3.

Statement showing the condition of the Depot Purchase at Chicago.

Cost of Block 1, Original Town, including interest and expenses to date,	\$60,513 35	Estate of Isaac Bronson, balance due on contract assigned to the company by Timothy Wright,	\$34,000 00
		Timothy Wright, balance due him,	5,640 00
		Depot Bonds, amount issued on account of purchase, due Jan. 1, 1856, with interest at 10 per cent.	28,000 00
		First Division, amount due for balance of interest and expenses to date,	2,873 35
	\$60,513 35		\$60,513 35

NO. 4.

Condensed statement of the affairs of the Galena and Chicago Union Railroad Company, including the First, Second, and Third Divisions, Beloit Branch, Chicago Extension and Depot purchase, Chicago.

May 1st, 1851.

Construction,	\$609,424 08	Capital Stock paid in,	\$354,406 98
Townsend and Mather purchase,	20,083 83	Bonds,	495,570 70
Real Estate,	1,362 69	Subscriptions to preliminary surveys,	91 18
Stock owned by the Company,	1,943 94	Stock profit and loss for forfeited stock unsold,	82 84
Wood,	7,764 00	Dividends unclaimed,	23,319 76
Depot purchase, Chicago,	60,513 35	Dividend Certificates outstanding,	3,777 38
Bills receivable, and other debts due the Company,	35,425 14	Income account, surplus earnings,	12,854 98
Advances per account of Third Division surveys,	2,740 30	Estate of L. Bronson, due on account of Depot purchase,	24,000 00
Advances per account of Beloit Branch surveys,	900 38	Timothy Wright,	5,640 00
General expense account,	474 90	Bills payable and other liabilities,	8,059 11
Cash in hands of treasurer,	187,003 42		
	<hr/>		<hr/>
	\$927,703 03		\$927,703 03

NO. 5.

Statement of Income Account.

May 1st, 1851.

To operating disbursements for the year ending April 30, 1851,	48,504 24	By surplus, May 1, 1850,	\$1,152 92
To interest paid since May 1, 1850,	19,368 09	By earnings for the year ending April 30, 1851,	127,685 78
To Dividend No. 2, Nov. 1, 1850, 8 per cent.	24 604 88		
To Dividend No. 3, May 1, 1851, 7 per cent.	23,106 51		
Balance to new acc't,	12,854 98		
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	\$128,638 70		\$128,638 70
		By surplus, May 1, 1851,	\$12,854 98

